

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION SECRET REPORT

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SUBJECT 1. Submarine Base at Cchemchiri
2. Naval Base at Pitsundo

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Harbor at Ochamchiri

1. There is no natural harbor at Ochamchiri. Until the war, Black Sea passenger vessels which visited the so-called harbor of the city had to anchor at a considerable distance from the shore (the distance varied according to the draft of the ship), and passengers embarked or disembarked by means of lighters. In 1939, both passenger and freight ships were forbidden to stop there. During the war, there was no traffic by sea for civilians from Ochamchiri. Only motorboats and fishing vessels anchor there now.

Submarine Base at Ochenchiri

2. In 1935-36, a small artificial harbor, with room for one or two steamers similar to the S.S. "Transylvania", was constructed near Ochamchiri. During the war, this small harbor was used exclusively for military purposes. [redacted] within the harbor large and small submarines, torpedo boats, and various other small naval craft.
3. This artificial harbor, now used as a submarine base, is located four to five kilometers northwest of the town of Ochamchiri (42°04'N, 41°26'E). The road which runs from the town to the submarine base [redacted] was found to be 5,000 meters. This road is a branch to the west from the highway between Ochamchiri and Sukhumi, which it leaves at a point four kilometers north of Ochamchiri.

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4. In 1942, German planes were sent to bomb the Soviet warship "Parizhskaya Kommuna", which was hidden in the harbor under a camouflage of tree trunks and branches.

5. In August 1948 [redacted] the submarine base [redacted] no change had been made except for slight additions to the buildings. The appearance of the harbor today is the same as in 1935-36, except that in 1936-37 steamships of large tonnage and warships were able to use the port, whereas now the harbor is used only by submarines and a small number of motorboats (called in Russian "kater"). Freight and passenger ships were not putting into this harbor in 1947.

6. [redacted] the harbor is used by naval craft which in Russian are called "istrebitei" and "minonosets". [redacted] Comment: Literally, destroyers; however [redacted] the same terms but in translation referred to the vessels as patrol boats and minelayers.) Both types are "pursuit" boats. The "minonosets" are 10 to 15 meters long, with three-to four-meter beam, and are very fast.

7. Explanation of attached sketch map:

No. 1 is the town of Ochamchiri.

No. 2 indicates eight to ten one-story, two-story, and three-story buildings used as residences by the officers (and their families) employed at the submarine base. This includes the base commandant, who has the rank of general (sic) [redacted]

[redacted] It is customary, whenever a submarine is at its base, for its commander to spend the night with his family living in the residence at the base. Whenever the commander of the submarine spends the night ashore, the second-in-command is obliged to spend the night aboard the submarine, and vice versa. These residences were built in 1935-36; the foundations are of concrete and the walls of brick; the roofs are made of whitish roofing paper called "indernit" or "internit" in Russian.

No. 3 is a gate in two sections. A sentinel is stationed at this point for purposes of control; he has a telephone for communicating with buildings No. 2 and No. 5.

No. 4 is a one-story building with concrete foundation and brick walls. It is used as a fire station for the submarine base. There are three 1½-ton Ford fire engines. The pumps were built in 1937 and came from the GAZ factory at Gorki. Above the center of this building is a watchtower about 10 to 15 meters high; there is always a sentinel on watch there.

No. 5 is a shop for repairing submarine engines and for minor repairs to automobiles. It consists of a shed about 40 meters long and 20 meters wide. The shed is made of wood siding and is roofed with "internit". A cross-section of the shop is shown below; the letters indicate locations as follows:

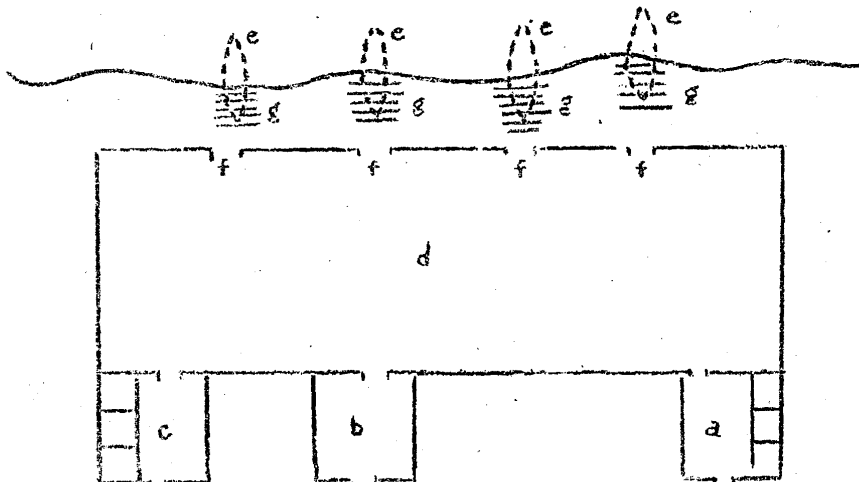
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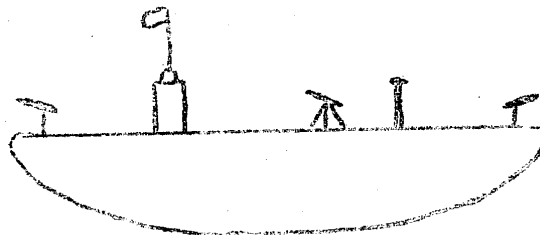
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- a. Office of the shop manager, who has the rank of lieutenant colonel.
- b. Entrance to the shop.
- c. Storehouse for materials.
- d. Shop proper.
- e. Place where submarines are drawn up for repairs. There are no permanent dry docks or basins. At this spot,

[redacted] four submarines drawn halfway on shore opposite the rear entrances to the shop (f). The submarines' bows were resting on wooden beams (g). On 12 June 1948, these submarines were being painted sea color (sic). [redacted]

[redacted] these submarines were new. They were all of the same type; each was armed with two cannon (one at the bow and one at the stern) and two machine guns (one on each side) located in about the middle of the vessel. These submarines had approximately the shape indicated below. They were about 30 meters long, three meters high, and a maximum of four to five meters wide.



No. 6 is a two-story building used as base headquarters, which is administratively subordinate to Odessa. Within this building is a radio, the aerial of which is fastened to the terrace.

No. 7 is a breakwater constructed of stone in 1935-36. It is 40 to 50 meters long, 10 to 12 meters wide, and extends three to four meters above the surface of the water.

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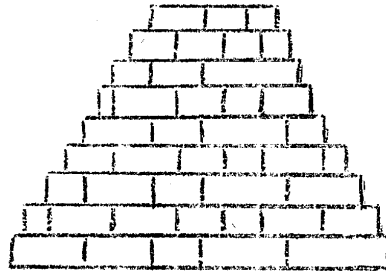
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No. 8 is a jetty about 300 meters long, three to four meters wide at the top, and 10 to 15 meters wide at the bottom. It was constructed in 1935-36 of reinforced concrete blocks. A cross-section of this jetty is shown below.



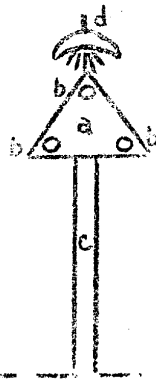
No. 8' is a part of the jetty which is constructed of solid concrete.

No. 9 is a dock built in 1935-36. It is supported on concrete piling and has a plank floor. It is about 80 meters long and four to five meters wide. The whole dock is built out over the water. The height of the dock above the surface of the water is 2.5-3 meters. Submarines which anchor beside this dock ride lower than its floor.

No. 10 is the channel for the entrance and exit of submarines. It is marked by two rows of buoys. The buoys are red and are about 50 meters apart. Each row consists of eight to ten buoys. The straight line for passage through this channel is given by two triangular markers (No. 11). [redacted] submarines entering and leaving the base through this channel.

No. 11 indicates two triangular markers set on the shore to show a straight line for submarines entering the base. These markers are fastened to pipes of suitable height. They look about as in the sketch below; letters indicate the parts of these markers as follows:

- a. Triangular marker colored blue.
- b. Automatic red blinker lights which flash day and night.
- c. Pipe used to support the marker.
- d. Electric lights used to light the triangular markers at night. They are covered with shades so that they cannot be seen from the air at night.
- e. Surface of the ground.



No. 12 indicates the places where submarines were seen at anchor.

on 12 June 1948 (from 2 until 6 p.m. [redacted] 25 to 30 submarines, all of the same type and size (i.e., sister ships). They were

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about 30 to 40 meters long. [redacted] Comment: [redacted]

Besides submarines [redacted] naval surface vessels, the number of which usually did not exceed eight [redacted] anchored in the open water of the base, usually out about four kilometers. The base proper receives only submarines and is used by them exclusively. Surface warships cannot enter the harbor because their draft is too great for the shallow water. The only exception is a small number of armed motorboats (kater).

No. 13 is a narrow gauge railroad line.

No. 14 is a stream named Ghugur.

No. 15 is a river named Mokvi.

Depth of Submarine Base at Ochamchiri

in 1935-38 [redacted] the mean depth of this harbor from the entrance to the inner shore was nine to ten meters. [redacted] in 1948, however [redacted]

[redacted] the harbor had dried in from three to six meters and that, whereas before the war large ships could anchor there, now only submarines could enter. [redacted]

Combined Maneuvers

9. [redacted] in 1943, in the open sea off Ochamchiri, combined maneuvers were held on two occasions, with the Navy and the Air Force participating.

10. On one of these occasions, in April 1948, eight surface warships (one cruiser with one stack and carrying two airplanes, and seven destroyers with two stacks each) held maneuvers with an undetermined number of submarines and airplanes.

11. On the other occasion, in August 1948, the same ships and sixty-eight two-motor airplanes held maneuvers. During these maneuvers, two airplanes collided in the air. One of them fell and was destroyed; its three-man crew was killed and was buried in Ochamchiri. [redacted]

[redacted] the fleet which took part in these maneuvers was based at Sevastopol and the airplanes were based at Nikhe Tskhakaya.

Relation of Submarine Base to Town of Ochamchiri

12. [redacted] the submarine base near Ochamchiri has no relation to the town of Ochamchiri, except that within the town there is a powerful anti-aircraft listening device. It is very accurate and is of German origin. It is said that this device can catch the sound of an airplane as far away as 300 kilometers and that it can detect an airplane taking off from Tbilisi. This device can also determine the position of a radio transmitter.

13. This acoustic device is installed near the park in Ochamchiri. It is well protected and surrounded by a wire fence. Following is a sketch of it; letters indicate the following items:

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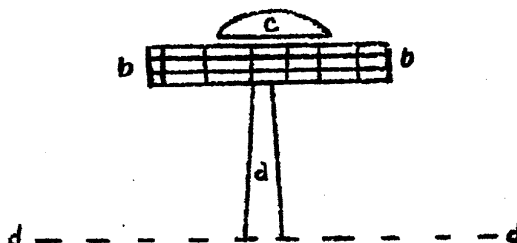
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- a. Steel post
- b. Wire network set parallel to the ground and perpendicular to the iron post.
- c. Something like a cap [redacted]
- d. Surface of the ground.

Security of Submarine Base

14. [redacted] from the time of the construction of the artificial harbor, it was forbidden for any ship or person not connected with the navy to enter it. The same restriction is in force at present. Not even a rowboat can approach this harbor without a special permit.

15. [redacted]
- [redacted] a special pass from the MVD or the commandant of the base is required for admission to the base. For example, the commanding general (sic) of the base borrowed a tractor from the manager of the MTS to haul submarines to be loaded on railroad flat cars. When the personal automobile of the manager of MTS had engine trouble and had to be overhauled and there were no adequate facilities in the town of Ochotchiri, the manager of MTS asked the commanding general to allow him to send his car to the shop at the submarine base for repairs. The general allowed this, and the chauffeur was ordered to go with the car to the shop. He was given a note by the manager of the MTS. When he reached the control post (No. 3 on the sketch map), he showed the note to the guard, who telephoned to headquarters (No. 6 on the sketch map), and headquarters permitted the car with its chauffeur to enter. At the direction of the guard, the chauffeur went to the office of the manager of the shop (marked "a" on the diagram under No. 5 in Para. 7, above). The manager was expecting him and allowed him to drive the automobile into the shop through the entrance (marked "b" on the same diagram).

16. [redacted] many mechanics who are employed at the submarine base live in the town of Ochotchiri. Some of them succeeded in obtaining passes from Soviet officers at the base or from the manager of the shop for some of their acquaintances and friends who needed to make repairs to their automobiles or to other machinery. Thus, it is not very difficult to enter the submarine base, since every day more than 1,000 men enter it. It is more difficult, however, for a person of foreign citizenship to enter the base.

Naval Base at Pitsundo

17. Pitsundo (43°09'N, 40°21'E) was a naval harbor before the war. Freight and passenger ships do not put in there. Before the war anyone could visit this harbor, but since the war a visitor must obtain a permit from the MVD. This permit must be shown to the guard stationed at the fork where the road to Pitsundo leads off from the Sukhumi-Bzyb highway.

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